Date:	**July 9, 2001**
Number:	**MMM - 009**
Requestor:	**Multi-Modal Manifest Subcommittee**
Customs Co-Chair:	**John Considine**
Trade Co-Chair:	**Len Podgurny**

Requirement

US Customs Service needs to allow alternative avenues to receive release/entry Track 4 data.

We recommend that the additional data fields should be provided by the importer/filer direct to USCS via ABI or any other workable data transmission system. USCS would then match internally to bill of lading/manifest data provided by carriers, similar to ITP concept.

This process can allow another avenue of data input, from the carrier via bill of lading/manifest where appropriate to carrier/customer needs.

Business Need

It is evident that the additional data fields for Track 4 release are commercial/cargo data that the carrier does not presently have.

As it is only the data that is required, there should be no stipulation as to which party can transmit that data into USCS systems.

Importers and filers have the data already, and have systems to manage such data. They are the logical party to transmit.

Carriers are most reluctant to take responsibility for non-transportation data.

However, the proposal would allow carrier transmission if that is desirable by the carrier and his customer.

Where the carrier may be able to obtain the data directly from the shipper, there may be valid business reasons for the carrier to transmit direct to USCS.

Technical Need

USCS would need to build links to NCAP other than what is presently envisioned.   This will likely mean ABI connectivity and/or web-based data acceptance of the five Track 4 data fields, plus connectivity to bill of lading/manifest.
(The latter connectivity is presently in existence for all cargo except NCAP).

Benefits

This would allow a large amount of cargo to have the benefit of Track 4 release processing, without having to wait for significant programming changes from carriers.

This reduces risk of data error, as release/entry data will be transmitted by those who know the data and have experience with it.

Eliminates the possibility of violating confidentiality by divulging commercial information.

Risks

Many carriers may not be able to justify the expense of programming, meaning USCS may be creating an uneven playing field if forcing a requirement that Track 4 data needs to be transmitted by carriers.

Related Subcommittees

Priority: **Critical** ☐ **High** ☐ **Medium** ☐ **Low** ☐

Customs Use Only

Approved ☐ Not Approved ☐ Further Evaluation Required ☐